



## MEMORANDUM

**TO:** District of Columbia Zoning Commission  
**FROM:** *JL for* Jennifer Steingasser, Deputy Director Historic Preservation Development Review  
**DATE:** November 18, 2016  
**SUBJECT:** **Final Report for ZC #16-02**, Consolidated Planned Unit Development (PUD), DC Stadium LLC (Square 603S, Lot 800; Square 605, Lots 7 and 802; Square 607, Lot 13; Square 661, part of Lots 804 and 805; and Square 665, Lot 25)

### **I. RECOMMENDATION**

The DC United stadium is a public-private partnership that will bring a state-of-the-art soccer facility to Buzzard Point and help in the revitalization and transformation of this waterfront neighborhood.

The Office of Planning (OP) recommends approval of this consolidated PUD to permit a new DC United soccer and special events stadium in the Capitol Gateway (CG)/Commercial-Residential (C-R) zone (§ 618); with flexibility to:

- Provide no parking spaces on site in lieu of the required 1,450 parking spaces (§ 2101.1); and
- Provide one 55 foot loading berth and one 250 square foot loading platform in lieu of the required 30 and 55 foot loading berths and 100 and 200 square foot loading platforms (§ 2201.1).

Subject to the Applicant:

- Committing to submit Parcel B to the Zoning Commission for Design Review.
- Developing in coordination with the District Department of Transportation (DDOT) and the Metropolitan Police Department (MPD) and agreeing to update on an annual basis a Transportation Operations and Parking Plan (TOPP).
- Submitting additional detailed plans showing the location and external dimensions of all buildings and structures, elevations, dimensioned sections for each building, roof plans, and renderings.
- Providing additional information on building and concourse lighting.
- Clarifying all project statistics.
- Submitting a more detailed signage plan with information regarding the stadium scoreboard and any other proposed electronic screens, LED video boards, tickers, or information boards.
- Submitting a final project benefits and amenities package.
- Providing a color and materials board.

The applicant, in coordination with the District Government, is completing the Voluntary

Cleanup Program (VCP) for the site through implementation of the approved Cleanup Action Plan (CAP) and anticipates receiving the Certification of Completion (COC) by July 2018. Additional information on this effort should be provided to the Commission at the public hearing.

## **II. BACKGROUND**

The Applicant (DC Stadium LLC) is requesting a consolidated PUD to permit the development of an approximately 19,100 seat professional soccer stadium at 100 Potomac Avenue SW (Squares 603S, 605, 607, 661, 661N, part of Square 665, and parts of Potomac Avenue SW, R Street SW, and S Street SW) on a 429,084 square foot (9.85 acres) parcel in the CG/C-R zone. The total Gross Floor Area (GFA) is 437,938 square feet. The proposed FAR for the site is 0.94, which is permitted by the CG/C-R zone.

On December 30, 2014, the DC Council formally approved the District of Columbia Soccer Stadium Development Act of 2014, which would allow for construction of a new soccer stadium in Buzzard Point (Ward 6) through a public-private partnership. Development of a new soccer stadium at Buzzard Point would serve to accelerate redevelopment, promote economic development in the Buzzard Point and Capitol Riverfront neighborhoods, and enhance economic vitality in the District.

On June 30, 2015, the DC Council approved the Amended and Restated Development Agreement with DC United and the Amended and Restated Ground Lease and Purchase and Sale Agreement with Rollingwood Real Estate, LLC (Mark Ein), Super Salvage, Inc. (Super Salvage), and Potomac Electric Power Company (Pepco). On September 30, 2015, the District filed for eminent domain to acquire site control at Buzzard Point in preparation for construction of the soccer stadium. Council approved the closing of portions of Potomac Avenue, First Street, R Street and S Street SW in July 2015. The District completed all pre-construction and infrastructure obligations as outlined in the agreement terms and handed over the site to DC United on October 4, 2016 for construction of a new stadium.

At its March 14, 2016 public meeting, the Zoning Commission voted to set down the application for public hearing. The Applicant subsequently submitted its Pre-Hearing Statement dated August 23, 2016 (Exhibit 10), Transportation Study (Exhibit 19), and Supplemental Pre-Hearing Submission dated October 13, 2016 (Exhibit 22), which responded to Zoning Commission comments and concerns.

The public hearing for this case was originally scheduled for November 2, 2016; however, the Applicant requested to postpone the hearing to allow additional time to work with adjoining property owners to address concerns (Exhibit 25). ANC 6D weighed in at this time and requested that the continued hearing date be scheduled to allow sufficient time for ANC review of any revised plans (Exhibit 26). Notice of the rescheduled hearing was provided by Office of Zoning on October 27, 2016 (Exhibit 30).

The Applicant filed a Supplemental Submission on November 15, 2016 (Exhibit 37) which included an updated Comprehensive Transportation Review (CTR) and updated plans.

Because the application was set down in March 2016, prior to the effective date of ZR-16, the ZR-58 regulations apply.

### III. SUMMARY OF OFFICE OF PLANNING AND ZONING COMMISSION COMMENTS

OP is generally supportive of the project and feels the design has evolved significantly since the initial submission. The Applicant has proposed a number of changes to the stadium design since set down. Specifically, the development program has been revised as follows:

- The site plan incorporates a realigned First Street SW that runs north-south from Potomac Avenue SW to T Street SW with two ten-foot driving lanes and nine-foot on-street parking lanes (between Potomac Avenue and S Street);
- New First Street SW now divides the 40,000 square foot plaza area and creates a hardscape queuing and entry plaza to the west and a park-like plaza with green lawn panels to the east;
- Ground floor retail has been incorporated on the east façade;
- A three-story building with ground floor retail has been added on the east side of First Street SW between S and T Streets SW;
- The southern building at T Street SW includes ground floor retail at the southeast corner, team office entry in the center, and bike valet at the west corner; and
- The entry gate located at the southwest corner of the stadium (2<sup>nd</sup> and T Streets SW) has shifted to the east (First and S Streets SW).

While the project’s evolution has been positive, there were issues and concerns identified by OP and the Zoning Commission at setdown. The following is a summary of issues identified and an analysis of the resolution, where applicable; additional, more detailed OP analysis is provided later in this report.

Comment	Response <sup>1</sup>	Analysis
<b><i>Plan Submission</i></b>		
Revised plans that address internal inconsistencies; contain labels, legends and dimensions.	The Applicant has updated and revised the entire package of plans and drawings to correct inconsistencies.	The November 15, 2016 submission represents an improved filing, with additional renderings and a much refined site plan. Some internal inconsistencies remain that should be addressed, including a clarification of total GFA, bike valet capacity, seating canopy signage, final materials (TAKTL versus GFRC panels), and the provision of labeled and fully dimensioned sections (Sheet 8.10, for example).

<sup>1</sup> See Applicant’s Pre-Hearing Statement, dated August 23, 2016 (Exhibit 10), Supplemental Pre-Hearing Statement, dated October 13, 2016 (Exhibit 22), and Supplemental Submission, dated November 15, 2016 (Exhibit 37).

<b>Comment</b>	<b>Response<sup>1</sup></b>	<b>Analysis</b>
<p>Drawings are confusing and redundant. Provide renderings that show what it looks like in the context of the neighborhood now and in the future. Provide street level sections.</p>	<p>Provided in the November 15, 2016 submission.</p>	<p>The Applicant has provided contextual renderings and street level sections (Section 3.0 of the November 15, 2016 submission) which help to show this large and complex project and its relationship to the neighborhood. OP also anticipates that the applicant will use 3D modelling at the public hearing to show more effectively the form and design of the building in context.</p> <p>For the record, the Applicant should provide additional dimensioned elevations, sections, and architectural details of the retail buildings fronting First Street between S and T Streets SW, the team store, and the southern office building.</p>
<p>Rendered views are not showing the project in a good light.</p>	<p>Additional, not refined renderings are provided in the November 15, 2016 submission.</p>	<p>The August, October, and November submissions provide improved renderings, and the 3D computer modelling prepared by the applicant which OP anticipates will be used at the public hearing provides a more effective way to understand the design of this complex development within the context of the surrounding neighborhood.</p>
<p><b><i>Buzzard Point Vision Framework</i></b></p>		
<p>Description of how the PUD addresses the Vision Framework goals for activation at the pedestrian level (2<sup>nd</sup> Street and First Street connection) and connection to the waterfront (S Street and east elevation).</p>	<p>The Applicant has included a section that discusses project consistency with the Buzzard Point Vision Framework. See Sections 1.01 to 1.04 of the Applicant's November 15, 2016 submission.</p>	<p>Proposed revisions, including the introduction of First Street SW as a two-sided retail street, inclusion of a fan entry gate at S Street SW, and redesign of the plaza are very positive improvements to the site plan, and address goals of the Buzzard Point Vision Framework. Pocket parks on 2<sup>nd</sup> and T Streets SW will help to activate these areas.</p> <p>The pedestrian experience along the redesigned First Street elevation of the stadium has greatly improved with the introduction of a significant amount of ground floor retail.</p>

Comment	Response <sup>1</sup>	Analysis
<b><i>Transportation and Circulation</i></b>		
Revised circulation plan, including short and long-term considerations for South Capitol Street Bridge construction.	The Applicant has provided a revised circulation plan. See Section 7 of the Applicant's November 15, 2016 submission.	The Applicant shows vehicular and bicycle/pedestrian circulation with and without the South Capitol improvements, Pages 12 – 18 of the Applicant's CTR, dated November 15, 2016 (Exhibit 37A1, 2, and 3). The applicant should continue to work with DDOT to address how accommodations will be made <b>during</b> construction of the South Capitol improvements to get vehicles, bicycles, and pedestrians safely to and from the stadium.
Provide detailed information on pedestrian connections to Metro, including routes, and sidewalk connections.	Sheet 2.07 of the Applicant's August 23 <sup>rd</sup> submission shows the proposed pedestrian routes from the Navy Yard and Waterfront Metrorail Stations.	The CTR identifies the primary pedestrian routes of travel both with and without the oval. The Applicant should consider and address the need for wayfinding signage from the Navy Yard and Waterfront Metro stations to the stadium, as well as the possibility of patrons arriving from alternate Metrorail stations including, L'Enfant Plaza, Anacostia, Capitol South, and Eastern Market.
Detailed parking information, including location, agreements for off-site parking spaces, as well as parking considerations for team members, staff, and officials.	<p>The Applicant has provided up-to-date parking information in its November 15<sup>th</sup> update to the CTR on pages 19-24.</p> <p>The CTR indicates that agreements have been reached with parking operators to secure 3,750 spaces for stadium use. The CTR states that anticipated parking demand would range between 2,715 and 3,450 spaces with an additional 450 spaces for full-time staff, part-time event staff, MPD vehicles, media, and others.</p>	OP is supportive of the overall vehicle parking plan; which would help to minimize event day traffic to the access constrained Buzzard Point area. The Applicant indicates that final parking details will be resolved in the TOPP, which should include parking agreements and proposed users for the identified spaces such as staff, media, team members, employees and fans.

<b>Comment</b>	<b>Response<sup>1</sup></b>	<b>Analysis</b>
Bike parking – need to show where it is. Must be addressed and in a good location.	The Applicant commits to providing a minimum of 400 bicycle parking spaces with 83 short-term spaces, 43 racks accommodating 86 bicycles on First Street SW, and a bicycle valet for a minimum of 150 bicycles. The Applicant also has proffered to fund the installation of a Capital Bikeshare (Cabi) station.	OP supports the provision of the free bicycle valet service and believes it is located in a suitable area given the presence of striped bike lanes on Second Street SW.  The Applicant should coordinate with DDOT to determine the appropriate placement and design of bicycle racks to be located in public space, as well as the Cabi station location.
Provide information regarding possibility of overlapping events (Nationals, etc.). Details from M Street Special Events Study.	The Applicant has indicated that overlapping events (MLS soccer matches and Washington National baseball games) would not be scheduled.	OP supports the commitment to not schedule overlapping DC United and Washington Nationals games.
A CTR as developed in coordination with DDOT.	The Applicant submitted a CTR dated September 30, 2016 at Exhibit 19 in the case record. The CTR was updated in November to reflect the realigned First Street and is found at Exhibit 37A1, 2, and 3.	DDOT comments on the CTR will be provided under separate cover.
Coordinate with the Metropolitan Police Department for review and assessment of necessary crowd control measures.		MPD participated in the OP interagency PUD review meeting and will work with the Applicant and DDOT as the TOPP is developed for the stadium.
<b><i>Environment</i></b>		
Additional detail regarding the environmental benefits.	Sheets 6.11 – 6.14 of the November 15, 2016 submission provide information regarding the environmental benefits. The Applicant is proposing a LEED Gold stadium with green roof (team store, club terrace, and southeastern retail building), photovoltaic panels over the entry gates, and permeable paving at the plaza and First Street SW (Sheet 6.04).	OP is supportive of the proposed green building measures, and encourages the applicant to continue to work with DOEE throughout the development of construction drawings.

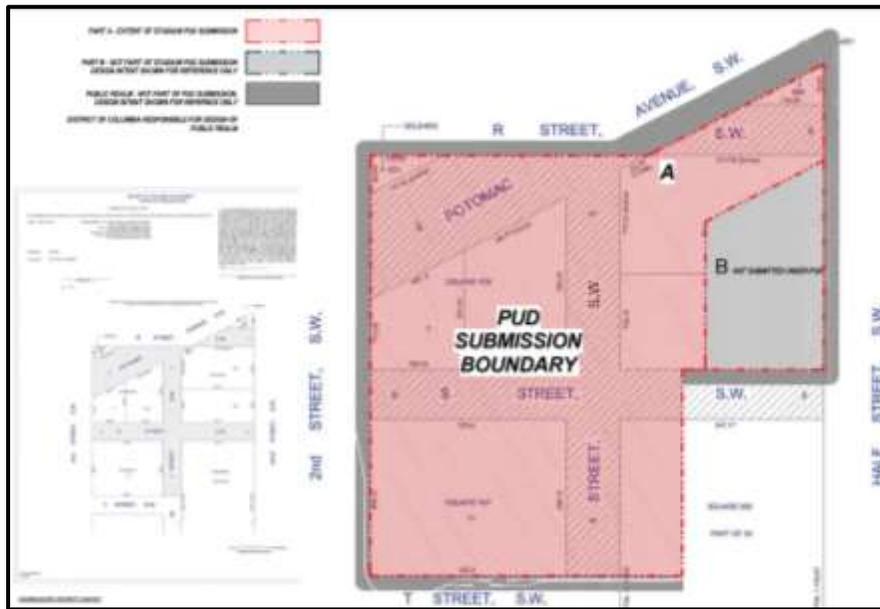
<b>Comment</b>	<b>Response<sup>1</sup></b>	<b>Analysis</b>
Stormwater management plans and Green Area Ratio (GAR) calculations as developed in coordination with the Department of Energy and Environment (DOEE).	The Applicant has provided the GAR scoresheet and plans used to calculate GAR at Sheet 6.03 of the November 15 <sup>th</sup> Submission. The Applicant states that stormwater management standards will be met.	DOEE comments are provided under separate cover.
Determine whether water usage would impact rates for City residents.	The Applicant indicated that Sheets 6.01 – 6.10 of the October 13 <sup>th</sup> submission address the infrastructure needs of the stadium and demonstrate water usage capacity.	OP has advised DC Water of this concern, which, to date, has not indicated either a capacity or a water rate issue with this proposal. The Applicant would continue to work with DC Water through the permit process.
<b><i>Fan Experience and Programming</i></b>		
Fan experience, including game day and non-game day programming of plaza and ancillary development space.	Section 5 of the November 15 <sup>th</sup> submission provides a description of game and non-game day programming for the revised plaza design.	OP appreciates the applicant's willingness to make significant changes to the plaza area, and is very supportive of the new Plaza design along Potomac Avenue SW. It provides for necessary event day queuing area, as well as non-game day park and open space for neighborhood use.
The plaza needs to be included in the PUD submission. Provide renderings of plaza.	The Applicant has revised the PUD boundary to include the plaza and has provided renderings of the plaza.	OP supports the proposed revisions to the plaza and encourages the Applicant to continue to work with the community to identify programming opportunities (such as the suggested movie and music events) for the plaza to the east of new First Street SW.
Provide detail on programming for other events, including acoustic analysis.  Provide details on other potential events at the stadium – nature of the events, frequency, hours.	Acoustic and light spill analyses have been provided in Section 9 of the November 15, 2016 set of drawings.  Sheets 8.12 – 8.14 of the November 15 <sup>th</sup> submission show alternate layouts for football, lacrosse, rugby, and concerts.	Acoustic analysis for a concert event would be helpful.  Additional information regarding anticipated total number of non-soccer events, including frequency, duration, and seating capacity, should be provided.

<b>Comment</b>	<b>Response<sup>1</sup></b>	<b>Analysis</b>
<b><i>Community Coordination</i></b>		
Document coordination with Ft. McNair.	The Applicant indicates that at least three meetings took place with representatives of Ft. McNair and that representatives are satisfied with the design of the stadium.	The Applicant should encourage Ft. McNair to submit its official position to the record for this case.
<b><i>Stadium Design</i></b>		
Revisit the east elevation – it is austere and needs to be more friendly and welcoming to the neighborhood.	Sheet 3.27 of the November 15 <sup>th</sup> submission shows the east elevation.	The east elevation has been revised to include ground floor retail and additional detailing at the upper levels, including outdoor space. OP is supportive of these positive changes to the design and program.
Consider the “underbelly” of the stadium – appearance of the seats from the street.	The October 13 <sup>th</sup> renderings more clearly show the seats from the street level.	The seat base would be exposed concrete that would remain unfinished.
Lower level buildings need to be refined and consistent – simplify.	Additional renderings and details of the revised lower level buildings have been provided.	OP is generally supportive of the design and materials proposed for the ground level buildings, as revised in the current set of drawings. Additional OP comments regarding the design development are found below in this report.
Refinement of the materials, including the provision of color and materials board.	Sheets 3.15 – 3.26 of the November 15 <sup>th</sup> submission describe the proposed materials.	The Applicant will provide color and materials boards and samples for review at the public hearing. The Applicant should address material durability, in particular the fibre cement panel, the painted metal, and fabric scrims, and provide examples of similar products in use the area.
Signage plan with detailed information regarding size, placement, color, and illumination; any proposed advertising opportunities; and information regarding the scoreboard and any other proposed screens, tickers, or information boards.	The Applicant has proposed a signage and sponsorship opportunity package at Sheets 4.01 – 4.16 of the November 15 <sup>th</sup> submission.	<p>OP appreciates the extensive amount of information provided regarding the proposed signage plan. Additional information regarding any proposed video screens, including size and placement should be provided.</p> <p>The Applicant should clarify whether the large roof canopies that cover the seating bowl will feature team signage or stadium sponsorship, as there are inconsistencies on the plans.</p>

<b>Comment</b>	<b>Response<sup>1</sup></b>	<b>Analysis</b>
Precedent images for stadiums of a similar size located in a neighborhood.	Sheets 10.02 – 10.04 of the November 15 <sup>th</sup> submission include images of BVA Compass Stadium (Houston, TX), Avaya Stadium (San Jose, CA), Aviva Stadium (Dublin, IE), Talen Energy Stadium (Philadelphia, PA) and Sprint Center (Kansas City, MO).	
Additional details on the number of seats and how it is responsive to expected demand and in line with other similar projects.	Sheet 10.01 of the November 15 <sup>th</sup> submission provides a seating capacity comparison for MLS Stadiums opened in the last ten years.	At approximately 19,100 seats for a soccer game, the proposed DC United stadium is in line with other MLS stadiums (average of 20,225 seats) that range from a low of 18,000 seats at Avaya Stadium in San Jose, CA to a high of 25,000 at Red Bull Arena in Harrison, NJ. The Applicant should confirm the final fixed seating capacity, as well as any proposed standing room only capacity.
Provide illustrative rendering for light towers.	See Section 3 of the November 15 <sup>th</sup> submission.	The light towers are shown in the renderings.
Description of Pepco easement – how it's accessed and how it is driving the stadium design.	Sheets 8.01 and 8.02 of the November 15 <sup>th</sup> submission show the extent of the Pepco easement area, including limits of the unbuildable area and how Pepco would gain access.	These drawings appear to adequately describe the Pepco easement area. Pepco has filed a letter in support of the proposal.
<b><i>Ancillary Development</i></b>		
Timing and proposed use for Parcel B (Ancillary Development).	Sheets 3.21 – 3.26 of the October 13 <sup>th</sup> submission address the development potential for Parcel B.	The applicant has agreed to a condition of the final order that will require new development on Parcel B to proceed through the Design Review process before the Zoning Commission.

#### **IV. SITE DESCRIPTION**

The stadium and ancillary development site is roughly bounded by 2<sup>nd</sup> Street SW, T Street SW, Half Street SW, Potomac Avenue SW, and R Street SW. DC Act 21-144 to close portions of Potomac Avenue and First, R, and S Streets SW was approved by DC Council and signed into law by the Mayor on July 31, 2015. The stadium site is shown as “A” on the map below; the ancillary development parcel is site “B” and is not part of this PUD application. The soccer stadium site is 9.85 acres in size (429,084 square feet), including the closed portions of streets.



Directly to the west of the site is Fort McNair. To the north is the Pepco Waterfront Substation, which is under construction. To the east is an existing concrete plant. To the southeast is additional property owned by Pepco. To the south is privately owned property in the CG/C-R zone.



## V. PROJECT DESCRIPTION

### *Urban Design, Architecture, Landscaping, and Open Space*

The Applicant is proposing a contemporary design for the soccer stadium that features modern materials including a cast-in-place concrete base, Glass Fiber Reinforced Concrete (GFRC) panels, aluminum curtain wall with insulated glazing, perforated metal panels, painted steel, white porcelain tile, and engineered wood.<sup>2</sup> The design theme, particularly on the east façade, includes a strong horizontal band formed by the ground floor retail. The darker gray box shaped forms at the Directors Club and main circulation tower punctuate the east façade. The wood accent appears on building soffits and at building entrances and mirrors the horizontal band at the retail level. OP encourages the Applicant to continue to apply these design accents and themes throughout the PUD. The stadium canopies, which would provide protection for the east and west bank of seats, would be transparent polycarbonate panels on a metal deck.

The seating bowl design is driven by site constraints, including the Pepco easement that runs north-south through the site. The east side of the stadium contains sideline MVP, Club and Suite seats at the lower levels, the main club area with indoor and outdoor spaces, the Director's club, upper level suites, and an upper concourse that serves general seating with open space and bar areas providing views down S Street to the Anacostia (Sheets 3.04 and 3.06). To clear the easement, the seats on the east side of the stadium rise in a single steep rake from the field.

The southern end of the stadium contains 34 rows of general seating, which is served by the south concourse (Sheet 3.08). Similarly, the west side of the stadium contains 21 rows of general seating service by the west concourse. Field level suites would sit eight feet from the touch line on the west side of the field (Sheet 3.10).

The north end of the stadium would contain general seating served by the north concourse. Concessions and restrooms would be available at field level and accessible via the concourse. A north end bar also is proposed at the field level (Sheet 3.12).

#### *East Elevation*

The stadium would be sited with the main entrance at the northeast corner, as the Applicant anticipates that most fans would walk along Potomac Avenue from the east to access the stadium. Fans travelling down Potomac Avenue would first experience a park-like plaza to the north of the ancillary development parcel and to the east of reintroduced First Street SW. After crossing First Street, fans would then enter a hardscape plaza prior to passing through security and the stadium entry gates. Sheet 2.12 provides details on the street furniture for these plaza areas.

The northeast entrance would be the largest and most visually prominent. Moving clockwise around the stadium, adjacent to the main gate would be ticket windows and the premium guest entry. Sitting above the ticket windows would be a key feature of the stadium – the main circulation structure – that would define the corner of the stadium, as viewed down Potomac Avenue. The structure would contain stairs and escalators providing access to the upper seating bowl and would be open to the plaza on its east side.

The design of the east façade has changed significantly from setdown and now incorporates approximately 14,000 square feet of ground level retail running the length of the façade and

---

<sup>2</sup> See Applicant's Supplemental Submission, November 15, 2016, Exhibit 37, Sheets 3.15 – 3.24.

reflecting the curve of First Street. Café seating is proposed along First Street SW to animate the plaza area on non-game/event days. The massing of the east elevation has been further broken down with the introduction of upper level club spaces and outdoor gathering spaces overlooking the street.<sup>3</sup>

The Applicant has also proposed two companion retail buildings on either side of the southern portion of First Street SW – a three-story building on the east side of First Street SW adjacent to the Pepco facility and a two-story building on the west side. The buildings would create a two-sided retail street south of S Street. The Applicant should provide additional information regarding the design, upper story uses, service access, and loading for these buildings. A Screening Agreement<sup>4</sup> exists between Pepco and the District for the Pepco facilities that are located adjacent to the southeast retail building. The treatment of the screening is an important design feature for this area of the PUD and the District, Pepco, and DC United should work to ensure that a creative solution is implemented that benefits the Buzzard Point neighborhood. Further study and refinement also is required at the southern end of the stadium. For example, the termination of the concourse structure at the second level creates a large blank square (Sheet 3.32).

### *S Street*

The revised design recognizes the importance of S Street and proposes to relocate the fan entry gate from the southwest corner (2<sup>nd</sup> and T Streets SW) of the stadium to the intersection of First and S Streets SW. The First Street ground floor retail will wrap the corners at the S Street entry gate plaza. The Director’s Club space at the second level and the open upper concourse and bar area at the third level will provide visual interest and anchor views down S Street SW from the water.<sup>5</sup>

### *South Elevation*

The south side of the stadium would feature a two-story building fronting on T Street SW. The building would house team and operations related functions with locker rooms below grade; press, staff, and team office entries at grade level; 3,000 square feet of retail at the southeast corner; bike valet at the southwest corner; and team office space on the second level.<sup>6</sup>

As this building houses operations functions, where window openings would not be suitable, the Applicant has proposed a decorative treatment in the central portion of the building at the ground floor level, which would include an array of metal fins painted to represent the team colors of all Major League Soccer (MLS) teams.

### *West Elevation*

The west façade of the stadium is characterized by a decorative “mural fence” consisting of punched metal panels. The depth of the seating bowl on the west side would be less than other areas of the stadium. Additional information regarding the materials proposed for the west screen wall and shading device should be provided.

---

<sup>3</sup> See Applicant’s November 15, 2016 Submission, Exhibit 37, Sheet 3.03-3.04.

<sup>4</sup> Memorandum of Understanding

[http://dmped.dc.gov/sites/default/files/dc/sites/config/page\\_content/attachments/Pepco%20Substation%20Screening%20MOU%20%2809-23-15%29.pdf](http://dmped.dc.gov/sites/default/files/dc/sites/config/page_content/attachments/Pepco%20Substation%20Screening%20MOU%20%2809-23-15%29.pdf)

<sup>5</sup> See Applicant’s November 15, 2016 Submission, Exhibit 37, Sheet 3.06.

<sup>6</sup> See Applicant’s November 15, 2016 Submission, Exhibit 37, Sheet 3.08.

### *North Elevation*

The northwest corner of the stadium would feature a secondary fan entry point. The DC United team store would be located in a one-story structure, separated from the stadium, fronting on R Street.<sup>7</sup>

In addition to providing more detailed drawings for the newly proposed retail buildings, the Applicant will provide a color and materials board, as well as material samples, including the material proposed for the west screening wall and shade device. The Applicant also should provide more detailed roof plans for all proposed buildings, including the team store, office, and retail buildings.

### *Open Space*

Park/Plaza - Significant progress has been made in the design of the public open spaces surrounding the stadium. The Applicant has created more functional and appropriately scaled public plazas at the northeast corner of the site, adjacent to Potomac Avenue. The eastern portion of the plaza would serve as a pre-event gathering space for the stadium and a passive neighborhood park on non-game days. The park space would consist of three distinct terraced panels and the Applicant is proposing a grove of ornamental trees in the easternmost panel, lawn in the middle panels with integrated bench seating, and a hardscape area at the western edge with integrated and movable seating (Sheets 2.08 – 2.10). This space could be programmed for community events such as outdoor movies, concerts, or a farmers market. The Applicant should work with the Buzzard Point community and the local Business Improvement District (BID) on an ongoing basis to identify programming opportunities for the space.

At First Street, the Applicant is proposing milled granite blocks in lieu of bollards to demarcate the road. On the west side of First Street, the open space takes on the character of a hardscape plaza that would allow for fan queuing before stadium events. The Applicant is also proposing a large fixed seating area with “DC United” integrated into the seating structure. The hardscape plaza continues to the south between the ground floor retail and First Street. The plaza width is generous at the north end and has been designed to accommodate café seating that would complement potential restaurant tenants. This seating area would enliven the plaza on non-game days. Decks on top of the retail would help to animate the streetscape, especially on event days.

The revised park/plaza design and proposed game and non-game day activation (Sheets 5.03 – 5.08) represent a more realistic and functional plan for this space. The Applicant should continue to refine the game day activation and develop plans for trash, restroom facilities, and noise to ensure that neighborhood impacts are minimized.

Pocket Parks - The Applicant has proposed a pocket park in the right-of-way on T Street SW that would feature seating and landscaping<sup>8</sup>. Two pocket parks along the Second Street right-of-way would feature seating areas, landscaping, and bike parking.<sup>9</sup> The playful nature of the proposed design for these spaces is commendable. OP notes that the pocket parks are located in public space and require approval through the Public Space permitting process. The Applicant should ensure that agreements are in place for the ongoing maintenance and upkeep of the spaces.

---

<sup>7</sup> See Applicant’s November 15, 2016 Submission, Exhibit 37, Sheets 3.36-3.37.

<sup>8</sup> See Applicant’s November 15, 2016 Submission, Exhibit 37, Sheet 2.20.

<sup>9</sup> See Applicant’s November 15, 2016 Submission, Exhibit 37, Sheets 2.17-2.19.

Northwest Public Space - The Applicant is proposing a passive open space area at the northern edge of the stadium that would be primarily hardscape and landscape beds. This area would be grade-separated from the public realm.<sup>10</sup> The Applicant is again proposing a large “DC United” feature that would tie this entry to the main stadium entry plaza at First Street.

### ***Site Planning***

#### ***Pepco Easement***

The Property contains a Pepco utility easement that runs north-south along the existing First Street right-of-way, with a portion that extends eastward along the S Street right-of-way. The width of the easement varies from 68 feet to 83 feet, and it prohibits any structure on or above the easement up to height of 18 feet. The terms of the easement require that Pepco have access to it at all times.

The Pepco easement would run, unobstructed as required, beneath the eastern seating concourse and would be accessible via two 24-foot gates in the stadium perimeter fence at the north (Potomac Avenue and R Street SW) and south (T Street SW) ends of the stadium. Additional access would be available via S Street. Vehicles would enter the easement area over a rolled curb. The gates for the easement would remain closed unless Pepco needs access.<sup>11</sup>

#### ***Ancillary Development***

The subject PUD submission does not include Parcel B, the ancillary development parcel. Although much of the CG/C-R zoned property in Buzzard Point is subject to mandatory Zoning Commission design review, Parcel B is not. The Applicant has proffered that any new permanent development on that site, including landscaping, be subject to design review by the Zoning Commission. Realigned First Street along with the introduction of ground floor retail should complement future development on Parcel B and create a vibrant destination.

### ***Vehicular and Pedestrian Access and Transportation Management Measures***

The Property is approximately 0.6 mile from the Navy Yard Metro station and approximately 0.57 mile from the Waterfront Metro station. Multiple Metrobus lines are also in the vicinity including the 74, A9, W9, and P6. A Capital Bikeshare station is approximately one-half a mile away at First and N Streets SE. The stadium is also expected to increase the availability of public transit services with the proposed introduction of a Circulator route to the area around the Stadium in the near future; the Applicant has proffered to fund the installation of a Cabi station.

#### ***First Street***

The Applicant has proposed a realigned First Street SW that would be a private street and would provide for a north-south connection through the site. The Applicant worked closely with OP and DDOT to ensure that the street design would complement the design specifications found in the Buzzard Point Vision Framework for public streets within the area. The Applicant should continue to work with DDOT to finalize the street design and traffic control measures.

The proposed design for First Street includes two 10-foot traffic lanes. Between Potomac Avenue and S Street SW, on-street parking would be available in 9-foot parking lanes. Raised pedestrian crossings would provide access across the plaza area and at the S Street intersection. The Applicant is proposing that turn movements at First Street and Potomac Avenue be limited

---

<sup>10</sup> See Applicant’s November 15, 2016 Submission, Exhibit 37, Sheets 2.13-2.14.

<sup>11</sup> See Applicant’s November 15, 2016 Submission, Exhibit 37, Sheet 8.02.

to right-in/right-out/left-in. First Street would be closed to traffic on game days. Additional discussions regarding the exact nature of the closing, including hours and extent, would be addressed in the TOPP.

#### *Non-Vehicular Access*

While the proposed stadium site is well-situated between the Navy Yard and Waterfront Metro Stations, the Applicant has assumed that most visitors will arrive from the east, via Potomac Avenue from the Navy Yard Metro and surface parking lots located there. Accordingly, the main entrance plaza and largest entry gate is focused to the north and east. Furthermore, the Navy Yard Metro station is designed to handle a large volume of traffic, as it was designed to accommodate the Nationals stadium patrons.

The District government will construct streetscape improvements in the area surrounding the proposed stadium; however, the construction will not completely bridge the gaps in curb, gutter, sidewalks, and streetlights between the Navy Yard and Waterfront Metro Stations and the stadium. The Applicant should continue to work with OP and DDOT to address the pedestrian experience arriving from both Metro stations, including the provision of wayfinding signs. Furthermore, the Applicant should take into account disruptions in the pedestrian network that could happen during the South Capitol Bridge construction project.

The Applicant should continue to work with DDOT to refine plans regarding fan circulation after an event and how fans exiting the stadium would be routed to minimize overcrowding. Additional exit gates are available at 2<sup>nd</sup> and T Streets SW and R Street SW. The Applicant also should coordinate with DDOT and MPD regarding parking and circulation for non-soccer events such as concerts, high school athletics, and other scheduled programs, which may differ from routine game days.

#### *Loading*

The vast majority of loading for the stadium would occur on non-event days, and be accommodated in the Pepco easement area, on private property. Truck maneuvers to and from loading facilities would occur on private space and there would be no backing maneuvers on public space.<sup>12</sup>

#### *Parking*

The Applicant is not proposing to provide any on-site parking and indicates that approximately 3,750 parking spaces have been secured off-site.<sup>13</sup> By utilizing existing off-site parking lots, the proposal takes advantage of this existing underutilized resource, while lessening potential traffic impacts on the more access constrained Buzzard Point and Southwest neighborhoods. The Applicant is proposing a minimum of 400 bicycle parking spaces located on their property and on the surrounding public space on 2nd Street, T Street, and R Street adjacent to the stadium, and Potomac Avenue between First Street and Half Street SW. The stadium includes a 150-space bicycle valet (some materials indicate a 190-space valet) at the southwest corner of the stadium, which would be accessible via the 2<sup>nd</sup> Street bike lanes (Anacostia Riverwalk Trail). The Applicant has also indicated that they would pay for a Cabi bike station with the location to be determined in coordination with DDOT. DC United has also agreed to market and encourage cycling to games, through coordinated activities with the Washington Area Bicyclists

---

<sup>12</sup> See Applicant's November 15, 2016 Submission, Exhibit 37, Sheets 7.13 – 7.18.

<sup>13</sup> See the Applicant's Revised Transportation Review, November 15, 2016, Exhibit 37A1, Page 19.

Association (WABA), Capital Bikeshare, and other cycling organizations. OP is very supportive of these measures.

### ***Historic preservation of private or public structures, places, or parks;***

There are no historic buildings existing on the subject Property. The Applicant is working with the DC Historic Preservation Office to address preservation-related concerns, including completion of an archaeological assessment.

Because the project results in the closure of L'Enfant streets, the District has entered into a Declaration of Covenant to run with the land requiring that all portions of First Street, SW; R Street, SW; S Street, SW; and Potomac Avenue, SW, be re-established in their original locations with full rights-of-way according to the L'Enfant Plan at such time as (a) the Ground Lease is terminated; and (b) either (i) the Soccer Stadium is not developed on the Property by September 30, 2021, or (ii) a Soccer Stadium is no longer on the Property. The National Capital Planning Commission and DC Historic Preservation Review Board also have commented that the stadium design should respect and enhance view corridors along the L'Enfant Plan closed streets and provide appropriately designed terminations that reflect the principles of the L'Enfant Plan. The Potomac Avenue vista terminates with a view that is grounded by the stadium canopies, which allows individuals to read the structure as a stadium by providing open views of the seating bowl.

### ***Employment and Training Opportunities***

The project would create construction and related building field job opportunities. Upon completion, the stadium would provide operations, management, concessions, and retail job opportunities. The Applicant has executed a First Source Agreement to commit to hiring District residents for construction and operations, as well as a Project Labor Agreement (“PLA”) that creates opportunities for employment, apprenticeship, and training opportunities for District residents. The PLA also creates contracting opportunities for local, small, and disadvantaged business in the District.<sup>14</sup>

### ***Housing and Affordable Housing***

The Project would not provide housing on-site and would not be subject to the housing linkage provisions of 11 DCMR 2404. Future development on the ancillary site may result in the provision of housing, including affordable units.

### ***Environment***

As required under the regulations of the Anacostia Watershed Development Zone (AWDZ) for buildings that receive public funding, the applicant is proposing a building that meets LEED Gold certification level.<sup>15</sup> The project as proposed exceeds the minimum required Green Area Ratio (GAR) requirement (.2 required; .268 proposed).<sup>16</sup>

The revised design includes additional green roof above the First Street retail and at the new proposed southern building east of First Street. The proposed design for First Street and the plaza also include permeable paving materials. Other sustainable materials proposed include

---

<sup>14</sup> Project Labor Agreement

[http://dmped.dc.gov/sites/default/files/dc/sites/dmped/page\\_content/attachments/DC%20United%20Stadium%20Project%20Labor%20Agreement.pdf](http://dmped.dc.gov/sites/default/files/dc/sites/dmped/page_content/attachments/DC%20United%20Stadium%20Project%20Labor%20Agreement.pdf)

<sup>15</sup> See Applicant's November 15, 2016 Submission, Exhibit 37, Sheet 6.12.

<sup>16</sup> See Applicant's November 15, 2016 Submission, Exhibit 37, Sheet 6.03.

TAKTL concrete panels and Prodema. The plans show some inconsistencies with respect to materials specified and the Applicant should confirm where the TAKTL concrete panels and Prodema would be used in the design.

The soccer stadium and ancillary development parcel had been used for parking, industrial warehouses, storage, salvage operations, vehicle fueling and storage, and electrical power management (former substation and power generation). The Applicant is working through DOEE's Voluntary Cleanup Program (VCP)<sup>17</sup> and has an approved Voluntary Cleanup Action Plan (VCAP).<sup>18</sup> The VCP provides an opportunity for property owners, developers, or other entities that did not cause or contribute to contamination, but wish to clean up contaminated property, to formulate a corrective action plan based on the contaminants found and the proposed development program and clean up the site to DOEE standards. Upon successful completion, DOEE would issue a Certificate of Completion (COC).

## **VI. COMPREHENSIVE PLAN POLICIES**

The proposed PUD must not be inconsistent with the Comprehensive Plan and with adopted public policies (§ 2403.4). The Property is located in the Lower Anacostia Waterfront-Near Southwest Area Element of the Comprehensive Plan. The use and density are not inconsistent with the Future Land Use and Generalized Policy Maps and would further objectives of the Land Use, Economic Development, and Lower Anacostia Waterfront-Near Southwest Area elements and their related policies by allowing for the redevelopment of obsolete and underutilized industrial sites and revitalizing the Buzzard Point neighborhood. See the OP setdown report (Exhibit 9) and Appendix 1 for a detailed analysis of the relevant Comprehensive Plan provisions.

## **VII. BUZZARD POINT VISION FRAMEWORK AND IMPLEMENTATION PLAN**

The Vision Framework and Implementation Plan was initiated by OP, in conjunction with DDOT and the Deputy Mayor for Planning and Economic Development (DMPED), in 2013. It involved extensive discussions with landowners and other stakeholders in the area, including DC United, but was not intended to be a small area plan adopted by Council. A copy of the plan is available on the Office of Planning website at <http://planning.dc.gov/publication/buzzard-point-vision-framework-and-implementation-plan>.

The Vision Plan is intended to inform and guide public and private development decisions for the next 10 to 15 years, to fulfill the long-planned growth of Buzzard Point, and to ensure that revitalization is consistent with the aspirations and needs of nearby residents and the city as a whole with a focus on roads and public spaces. The urban design concept established in the Vision Framework and Implementation Plan is for a vibrant mixed-use neighborhood, consistent with existing Comprehensive Plan direction and zoning. Stadium design parameters can be found on page 68.<sup>19</sup>

---

<sup>17</sup> Soccer Stadium Remediation Presentation

[http://dmped.dc.gov/sites/default/files/dc/sites/dmped/page\\_content/attachments/Public%20Meeting%20-%20DC%20United%20Soccer%20Stadium%20Remediation%20Presentation%20%28Final%20-%202012116%29.pdf](http://dmped.dc.gov/sites/default/files/dc/sites/dmped/page_content/attachments/Public%20Meeting%20-%20DC%20United%20Soccer%20Stadium%20Remediation%20Presentation%20%28Final%20-%202012116%29.pdf)

<sup>18</sup> VCAP

[http://dmped.dc.gov/sites/default/files/dc/sites/dmped/page\\_content/attachments/Soccer%20Stadium%20VCAP%20Approval%20Letter%20%2810-1-15%29.PDF](http://dmped.dc.gov/sites/default/files/dc/sites/dmped/page_content/attachments/Soccer%20Stadium%20VCAP%20Approval%20Letter%20%2810-1-15%29.PDF)

<sup>19</sup> <http://planning.dc.gov/publication/buzzard-point-vision-framework-and-implementation-plan>, page 68.

The Stadium, as proposed, would serve as a primary civic feature in the Buzzard Point neighborhood and would serve as a catalyst for new development in the area. The revised stadium design, including a realigned First Street, introduction of ground floor retail, and inclusion of an S Street entry gate all work to bring the stadium design more closely in line with the goals of the Buzzard Point Vision Framework.

### VIII. ZONING AND FLEXIBILITY

The property is zoned CG/C-R. The CG/C-R zone is a Special Purpose zone intended to permit medium- to high-density mixed-use development with a balance of uses conducive to a higher quality of life and environment for residents, businesses, employees, and institutions; encourage provision of active pedestrian-oriented streets with active ground floor uses, particularly along specified primary streets; and promote pedestrian safety by separating pedestrian and vehicular circulation patterns. The project would include a total GFA of 437,938 square feet, a 0.94 FAR, and a maximum building height of 110 feet.

Standard	CG/C-R	CG/C-R/PUD	Proposed <sup>20</sup>	Flexibility
Min. Area for PUD	N/A	15,000 sq. ft.	429,084 sq. ft.	Complies
Height	90 ft.	110 ft. maximum	110 ft. maximum	Complies
FAR	3.0	4.0 maximum	0.94	Complies
Lot Occupancy	100%	100% maximum	50.05%	Complies
Open Space	10% of lot area	10% of lot area	22%	Complies
Rear Yard	None	None required	None	Complies
Side Yard	None required; if provided, then 3 in./ft. of height and not less than 8 ft.	None required; if provided, then 3 in./ft. of height and not less than 8 ft.	None	Complies
Closed Court	None required; if provided, then 2.5 in./ft. of court height and not less than 12 ft.	None required; if provided, then 2.5 in./ft. of court height and not less than 12 ft.	None	Complies
Open Court	None required; if provided, then 2.5 in./ft. of court height and not less than 6 ft.	None required; if provided, then 2.5 in./ft. of court height and not less than 6 ft.	None	Complies
Parking	1 space on-site for every 10 seats for the first 10,000 seats plus 1 space per 20 seats beyond that = approx. 1,455 spaces	1 space for every 10 seats for the first 10,000 seats plus 1 space per 20 seats beyond that	0 spaces	<b>Requested</b> (approx. 3,750 spaces off-site)
Bicycle Parking	0	83 spaces 150 spaces (Per LEED)	83 spaces 150 valet spaces	Complies

<sup>20</sup> See the Applicant's Zoning Data Summary, November 15, 2016, Exhibit 37, Sheet 6.01.

Standard	CG/C-R	CG/C-R/PUD	Proposed <sup>20</sup>	Flexibility
Loading	1 30 ft. berth 1 55 ft. berth; 1 100 sq. ft. platform; 1 200 sq. ft. platform; 1 20 ft. delivery space	1 30 ft. berth 1 55 ft. berth; 1 100 sq. ft. platform; 1 200 sq. ft. platform; 1 20 ft. delivery space	2 service and delivery spaces	<b>Requested</b>
GAR	0.2	0.2	0.268	Complies

The Applicant has requested flexibility from the strict application of the following provisions of the Zoning Regulations.

- Use (§ 618) – All uses not specifically permitted or prohibited shall be permitted by Special Exception.
- Parking (§ 2101.1) – To provide no parking spaces on site in lieu of the required 1,450 parking spaces.
- Loading (§ 2201.1) – To provide two service and delivery spaces in lieu of the required 30 and 55 foot loading berths and 100 and 200 square foot loading platforms.

## IX. PURPOSE AND EVALUATION STANDARDS OF A PUD

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24 of the 1958 Zoning Regulations. The PUD process is “designed to encourage high quality developments that provide public benefits.” Through the flexibility of the PUD process, a development that provides amenity to the surrounding neighborhood can be achieved.

The application exceeds the minimum site area requirements of Section 2401.1(c) to request a PUD. The applicant is requesting a consolidated PUD. The PUD standards state that the “impact of the project on the surrounding area and upon the operations of city services and facilities shall not be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project” (§ 2403.3). Generally, the project is in keeping with the development magnitude envisioned by the Comprehensive Plan.

### PUD Gains

Standard	CG/C-R M-O-R	CG/C-R PUD	Proposal	Gains Over M-O-R
Uses	Mixed-Use	Mixed-Use	Soccer Stadium	Stadium Use
Height ft./stories	90 ft.	110 ft.	110 ft.	20 ft.
Lot Occupancy	100%	100%	50.05%	N/A
FAR	3.0	4.0	0.94	N/A

## X. PUBLIC BENEFITS AND AMENITIES

Sections 2403.5 – 2403.13 of the Zoning Regulations discuss the definition and evaluation of public benefits and amenities. In its review of a PUD application, § 2403.8 states that “the

Commission shall judge, balance, and reconcile the relative value of the project amenities and public benefits offered, the degree of development incentives requested, and any potential adverse effects according to the specific circumstances of the case.” Sections 2403.9 and 2403.10 state that a project must be acceptable in all the listed proffer categories, and must be superior in many. To assist in the evaluation, the applicant is required to describe amenities and benefits, and to “show how the public benefits offered are superior in quality and quantity to typical development of the type proposed...” (§2403.12).

The Applicant agreed to a Community Benefits Agreement (“CBA”) with the Near SE/SW Community Benefits Coordinating Council (“CBCC”) as part of the land disposition agreement. The CBA includes the following public benefits:

- A soccer club program at Amidon-Bowen Elementary School;
- A program to encourage childhood literacy and healthy lifestyle in partnership with Amidon-Bowen Elementary and UNITY Health;
- “DC Kicks for Kids” at Jefferson Academy Middle School for students to receive free game tickets;
- Bi-annually, identify skilled and qualified residents of ANC 6D aged 8-18 for invitation to sports clinics to qualify for scholarships to the D.C. United Training Program;
- Provide scholarships to sponsor up to 25 low-income children aged 5-17 to attend a weeklong D.C. United summer day camp;
- Annually, purchase one full-page advertisement in each addition of the local “Southwester” newspaper;
- Provide a minimum of three community days for use of the Stadium for registered not-for-profits;
- Collaborate with the Department of Employment Services to provide young adults aged 16-25 in ANC 6D with summer youth and seasonal jobs;
- Partner with CBCC and other locally-involved organizations to engage ANC 6D residents for outreach for employment and training;
- Provide free meeting room space for use by non-profit organizations in ANC 6D, subject to availability;
- Discuss opportunities for licensed food vendor space for residents in the Buzzard Point area that is consistent with the concessions partners’ operations;
- Use reasonable best efforts to ensure that selected food and beverage concessionaire provide at least eight stadium events for CBCC or a non-profit organization to operate a concession stand to support fundraising efforts to support specific Southwest community projects; and
- Contingent upon D.C. United identifying a sponsor to support a partnership with a healthcare provider, facilitate introductions between the CBCC, the District of Columbia, and other stakeholders regarding the establishment of a healthcare facility or services in the stadium area.

Although not specifically identified as project benefits and amenities by the Applicant, the following components of the revised stadium design result in community benefits and amenities:

- Voluntary cleanup of the site – the Applicant, along with the District Government, is working through DOEE’s VCP to remove contaminants from the site.
- Plazas and Pocket Parks – the revised stadium design includes 40,000 square feet of plaza and the northeast corner of the site. The plazas would be developed as two distinct areas framing First Street SW. The eastern plaza would serve as a green, neighborhood park that could be programmed with community events such as movies, concerts, and a farmers market. The western plaza, which would be constructed of permeable pavers, would serve as a gateway for the DC United soccer stadium and would provide a café seating zone for the proposed ground floor retail at the stadium. The Applicant is also proposing three pocket parks in public space on 2<sup>nd</sup> and T Street that would provide seating areas, bicycle parking, and landscaping.
- First Street – the Applicant would construct a private First Street connection through the site that would connect Potomac Avenue and T Street SW. First Street would function as a two-sided retail street and would bring activity to the stadium site on non-game days.
- Bicycle facilities (Cabi station and bike valet) – in addition to providing short term bicycle parking at street level around the stadium, the Applicant is proposing to provide a bicycle valet at the southwest corner of the stadium that could accommodate a minimum of 150 bicycles. The Applicant has proffered to fund installation of a Cabi station at the stadium.

## **XI. AGENCY REFERRALS**

Comments were requested from the following District agencies:

- Department of Energy and Environment (DOEE);
- Office of the State Superintendent of Education (OSSE);
- Department of Housing and Community Development (DHCD);
- Department of Parks and Recreation (DPR);
- Metropolitan Police Department (MPD)
- District of Columbia Public Schools (DCPS)
- District Department of Transportation (DDOT);
- Fire and Emergency Management Services (FEMS);
- DC Water; and
- Department of Public Works (DPW).

Since this case was set down on March 14, 2016, OP has worked with the Applicant and other District agencies to obtain additional information and to address concerns noted by the Zoning Commission, including regular meetings with the development team, DMPED, DDOT, DOEE, and others. DDOT and DOEE are expected to file comments separately. In general, at the interagency meeting, DC Water indicated that they were working with the design team to complete necessary calculations and complete permit review. MPD indicated that they would work closely with DC United and DDOT as the TOPP is developed.

OP held an interagency meeting on April 26, 2016, at which DC Water, DOEE, DDOT, and MPD provided comment.

## **XII. PUBLIC COMMENT**

Party status requests in opposition were submitted by SW Land Holder, LLC (Exhibit 22) and the Near Buzzard Point Residential Advisory Committee (Exhibit 24).

A letter in support was received from Pepco, which is an adjoining property owner (Exhibit 36).

Comments were received from an area resident (Exhibit 33) regarding traffic and transportation in Buzzard Point.

ANC 6D voted unanimously (7-0-0) at its October 17, 2016 regular meeting to oppose the approval of the DC United Consolidated PUD (Exhibit 29). The Applicant has continued to meet with the ANC since then, and it is expected that both the Applicant and the ANC will provide updates at the public hearing.

JS/emv

## APPENDIX A

### I. COMPREHENSIVE PLAN POLICIES

#### Lower Anacostia Waterfront-Near Southwest Area Element

***Policy AW-1.1.2: New Waterfront Neighborhoods*** Create new mixed use neighborhoods on vacant or underutilized waterfront lands, particularly on large contiguous publicly-owned waterfront sites. Within the Lower Anacostia Waterfront/Near Southwest Planning Area, new neighborhoods should be developed at the Southwest Waterfront, Buzzard Point, Poplar Point, Southeast Federal Center and Carrollsburg areas. These neighborhoods should be linked to new neighborhoods upriver at Reservation 13, Poplar Point, and Kenilworth-Parkside. A substantial amount of new housing and commercial space should be developed in these areas, reaching households of all incomes, types, sizes, and needs.

***Policy AW-1.2.3: Waterfront Sports and Recreation Destinations*** Develop new destinations for sports, recreation, and celebration on or near the Anacostia waterfront. Ensure that these destinations are served by adequate and efficient transportation systems and infrastructure.

***Policy AW-2.2.7: Buzzard Point*** Support the long-term redevelopment of Buzzard Point with mixed medium- to high-density commercial and residential uses. Recognize the opportunity for innovative design and architecture in this area, and for the creation of a unique urban waterfront.

The construction of a new 19,100-seat professional soccer stadium and the associated new office and retail space, would result in the generation of significant additional tax revenues in the form of income, employment, and sales taxes for the District. The addition of ground floor retail at First Street brings new businesses to the community. The addition of a fan entry gate from S Street encourages connectivity from the future Anacostia Riverwalk Trail to the stadium.

#### Land Use Element

***Policy LU-2.1.2: Neighborhood Revitalization*** Facilitate orderly neighborhood revitalization and stabilization by focusing District grants, loans, housing rehabilitation efforts, commercial investment programs, capital improvements, and other government actions in those areas that are most in need. Use social, economic, and physical indicators such as the poverty rate, the number of abandoned or substandard buildings, the crime rate, and the unemployment rate as key indicators of need.

***Policy LU-3.1.2: Redevelopment of Obsolete Industrial Uses*** Encourage the redevelopment of outmoded and non-productive industrial sites, such as vacant warehouses and open storage yards, with higher value production, distribution, and repair uses and other activities which support the core sectors of the District economy (federal government, hospitality, higher education, etc.).

The proposed PUD would allow for the redevelopment of obsolete industrial uses and revitalize the Buzzard Point neighborhood. Neighborhood improvements would include significant infrastructure upgrades comprised of new curb, gutter, and sidewalk, as well as the new retail focused First Street. Development of a Major League Soccer Stadium would facilitate revitalization of the under-utilized industrial area of Buzzard Point.

## **Transportation Element**

***Policy T-1.1.4: Transit-Oriented Development*** Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points.

The proposed PUD would result in improvements to the street network, bike and pedestrian facilities, and transit services in the Buzzard Point neighborhood.

## **Economic Development Element**

***Policy ED-2.3.2: Visitor Attractions*** Provide new and enhanced visitor attractions and entertainment venues in the District, particularly attractions that complement the traditional museums and monuments and draw more international visitors and young adults to the city. New attractions should create a clear identity for the District as the region's major entertainment center.

***Policy ED-3.1.5: Public-Private Partnerships*** Leverage the expenditure of public funds to produce private sector investments, including joint development on publicly-owned land and redevelopment in areas considered to be high risks by investors. Support the involvement of local community development corporations in commercial development and revitalization efforts within these areas.

***Policy ED-3.1.6: Revitalization Planning*** Link commercial revitalization strategies to capital budget priorities and larger neighborhood and transportation investment plans, including programs to improve transit to neighborhood centers.

The proposed PUD would facilitate the development of a Major League Soccer Stadium through a public-private partnership, and would include the ultimate development of adjacent parcels by the Applicant. The proposed stadium design includes ground floor retail that would serve area residents and visitors.

## **Parks, Recreation, and Open Space Element**

***Policy PROS-3.2.3: Linkages Between the Waterfront and Nearby Neighborhoods*** Establish stronger linkages between the waterfront and adjacent upland neighborhoods including Deanwood, Mayfair, Kenilworth-Parkside, River Terrace, Fairlawn, Twining, Kenilworth, Historic Anacostia, Carver-Langston, Kingman Park, Hill East, Capitol Hill, Barney Circle, and Southwest. Maximize public access to the waterfront from these areas through the development of a riverwalk and shoreline trail, improved public transportation, redesigned bridges and freeways, and the extension of neighborhood streets and avenues to the water's edge.

The proposed PUD would maintain connectivity through Buzzard Point to the waterfront with two-way traffic on realigned First Street and 2<sup>nd</sup> Street. Pocket parks would create publically accessible open space on 2<sup>nd</sup> and T Streets SW.

## **Urban Design Element**

***Policy UD-1.1.4: Height Act of 1910*** Protect the civic and historical character of the city, particularly the "horizontal" urban quality of Central Washington, by limiting building heights in accordance with the Height Act of 1910. Basic principles of the Height Act are shown in Figure 9.4.

**Policy UD-1.2.4: View Protection** Recognize and protect major views in the city, particularly characteristic views of city landmarks, and views from important vantage points. Recognize the importance of views to the quality of life in the city and the identity of Washington and its neighborhoods.

**Policy UD-1.3.1: DC as a Waterfront City** Strengthen Washington's civic identity as a waterfront city by promoting investment along the Anacostia River, creating new water-related parks, improving public access to and along the shoreline, and improving the physical and visual connections between the waterfront and adjacent neighborhoods.

**Policy UD-1.3.3: Excellence in Waterfront Design** Require a high standard of design for all waterfront projects, with an emphasis on shoreline access, integration of historic features and structures, an orientation toward the water, and the creation of new water-oriented public amenities.

**Policy UD-1.3.5: River Views:** Protect and enhance river views in the design of buildings, bridges, and pedestrian walkways on or near waterfront sites. The scale, density and building form along the city's waterfronts should define the character of these areas as human-scale, pedestrian-oriented neighborhoods and should protect views from important sites. Figure 9.5 (at left) illustrates preservation of river views on waterfront development sites.

**Policy UD-1.3.7: Neighborhood Connectivity** Improve the physical connections between neighborhoods and nearby waterfronts. Where feasible, extend the existing city grid into large waterfront sites to better connect nearby developed areas to the shoreline (see Figure 9.6).

The proposed development will 1) bring a new high-profile professional soccer stadium to the neighborhood and city; 2) develop an underused site currently used for low-scale automobile oriented industries and parking; 3) promote the goal of infill development; 4) act as a major catalyst for redeveloping Buzzard Point and the Anacostia River waterfront pursuant to the Buzzard Point Vision Framework; and 5) contribute to the draw of a larger sports and entertainment district initiated by the Nationals Stadium by providing another large civic venue for year-round use.

### **Arts and Culture Element**

**Policy AC-3.2.1: Promoting Cultural Amenities** Promote the development of cultural amenities "beyond the Mall" in an effort to more fully capitalize on the economic benefits of tourism for District residents, businesses, and neighborhoods.

The proposed PUD would result in the development of a major destination beyond the National Mall that, in addition to hosting professional sporting events, could host other arts and cultural activities.

## **II. COMPREHENSIVE PLAN LAND USE MAPS**

The Comprehensive Plan's Generalized Policy Map describes the subject site as a Land Use Change Area. Guidance for the future use should be obtained from the Future Land Use Map. (Comprehensive Plan, § 223.9) Land Use Change Areas "include many of the city's large development opportunity sites, and other smaller sites that are undergoing redevelopment or that are anticipated to undergo redevelopment. Together, they represent much of the city's supply of vacant and underutilized land." (§ 223.10) The Plan goes on to say that new development should be encouraged and facilitated in these areas, and that many Land Use Change Areas "have the



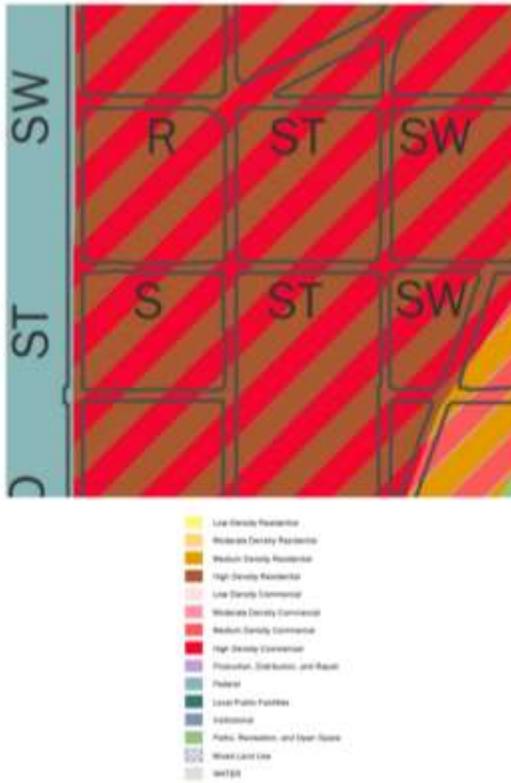


Figure 2: Comprehensive Plan Future Land Use Map